

**RED AHEAD**



*Red Line  
Extension*



**Welcome to the  
Red Line Extension Project  
Supplemental EA and  
Section 4(f) Evaluation  
Public Hearing**



## Purpose of this Public Hearing

- Share information on the Red Line Extension (RLE) Project
- Summarize results of the recently completed Supplemental Environmental Assessment and Section 4(f) Evaluation.
- Outline the National Environmental Policy Act (NEPA) Process
- Obtain your input on the benefits, impacts, and proposed mitigation measures

If you have questions, feel free to ask the representatives stationed around the boards. There will be no formal presentation.

## Comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation can be made in the following ways during the meeting:

- Provide written comments on comment cards
- Provide comments on the online comment card found on the website: [transitchicago.com/RLE/SEA](https://transitchicago.com/RLE/SEA)
- Provide verbal comments to the court reporter

### Written comments will be accepted through March 1st, 2022:

By Email:

[RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)

By mail:

Chicago Transit Authority  
Strategic Planning & Policy, 10th Floor  
Attn: Red Line Extension Project  
567 W. Lake Street,  
Chicago, IL 60661-1465



Send  
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comments!



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to hear from  
YOU!

Scan the QR code to leave  
us a comment!



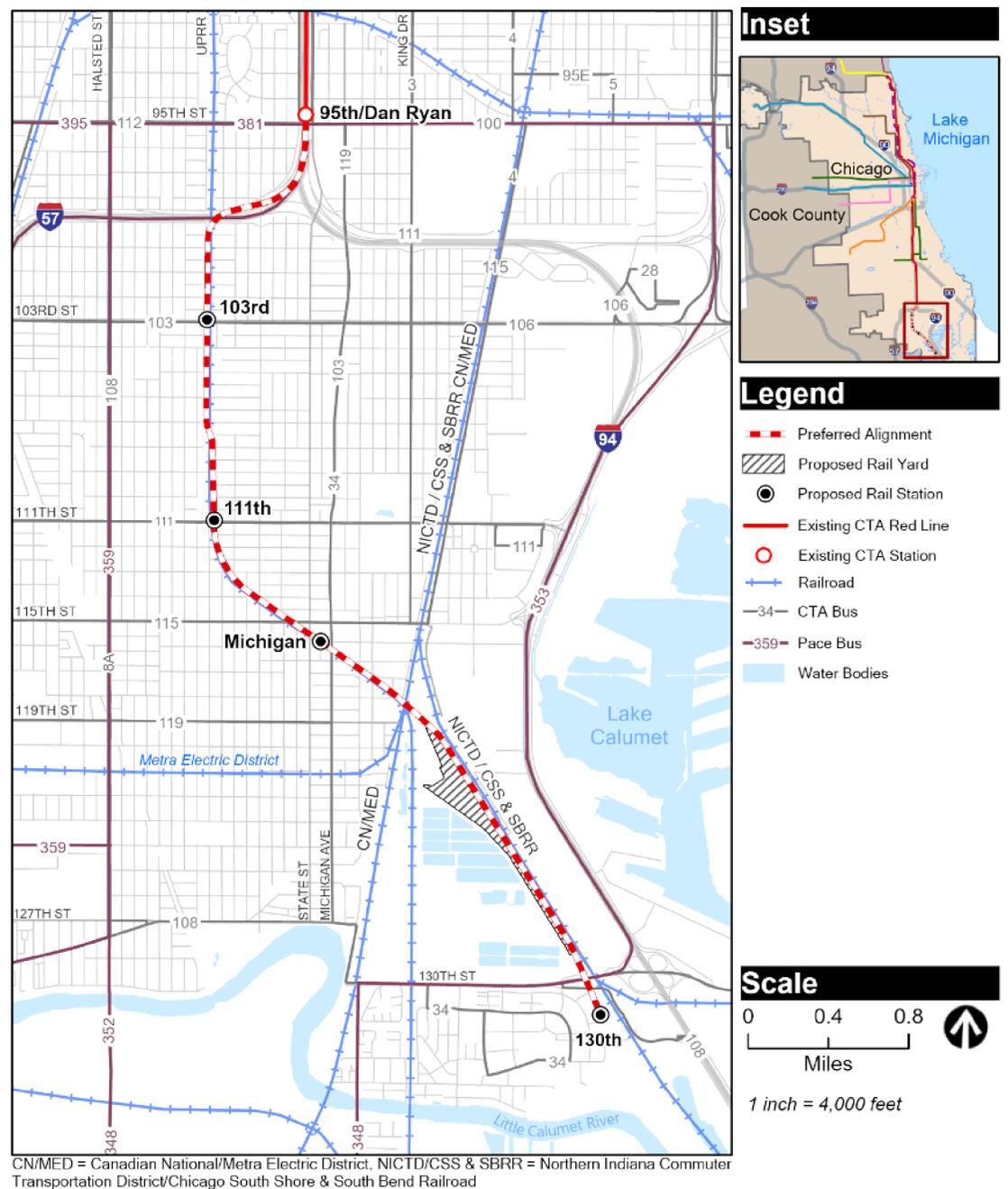
## RLE Project Background

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (EIS) on October 6, 2016 that evaluated the environmental impacts of constructing and operating the Red Line Extension (RLE) Project.

The RLE Project would extend the Red Line from the existing 95th/Dan Ryan terminal to 130th Street.

- 5.6-mile extension
- Four new stations:
  - 103rd Street (near Eggleston)
  - 111th Street (near Eggleston)
  - Michigan Avenue (near 116th Street)
  - 130th Street (at Altgeld Gardens)
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street
- Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities

### Red Line Extension Preferred Alignment





## Why is the RLE Project Important?

The Red Line Extension will provide many benefits, including:



**Equity** by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities



**Connectivity and access** to the entire city via the CTA network



**Economic opportunity** through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side



**Frequent rail service** will reduce commute times



**Sustainable transportation** that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy

## ***RLE Project Purpose and Need***

***The Purpose and Need has not changed since the Draft EIS.***

### **The Purpose of the RLE Project**

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient car storage yard and shop facility.

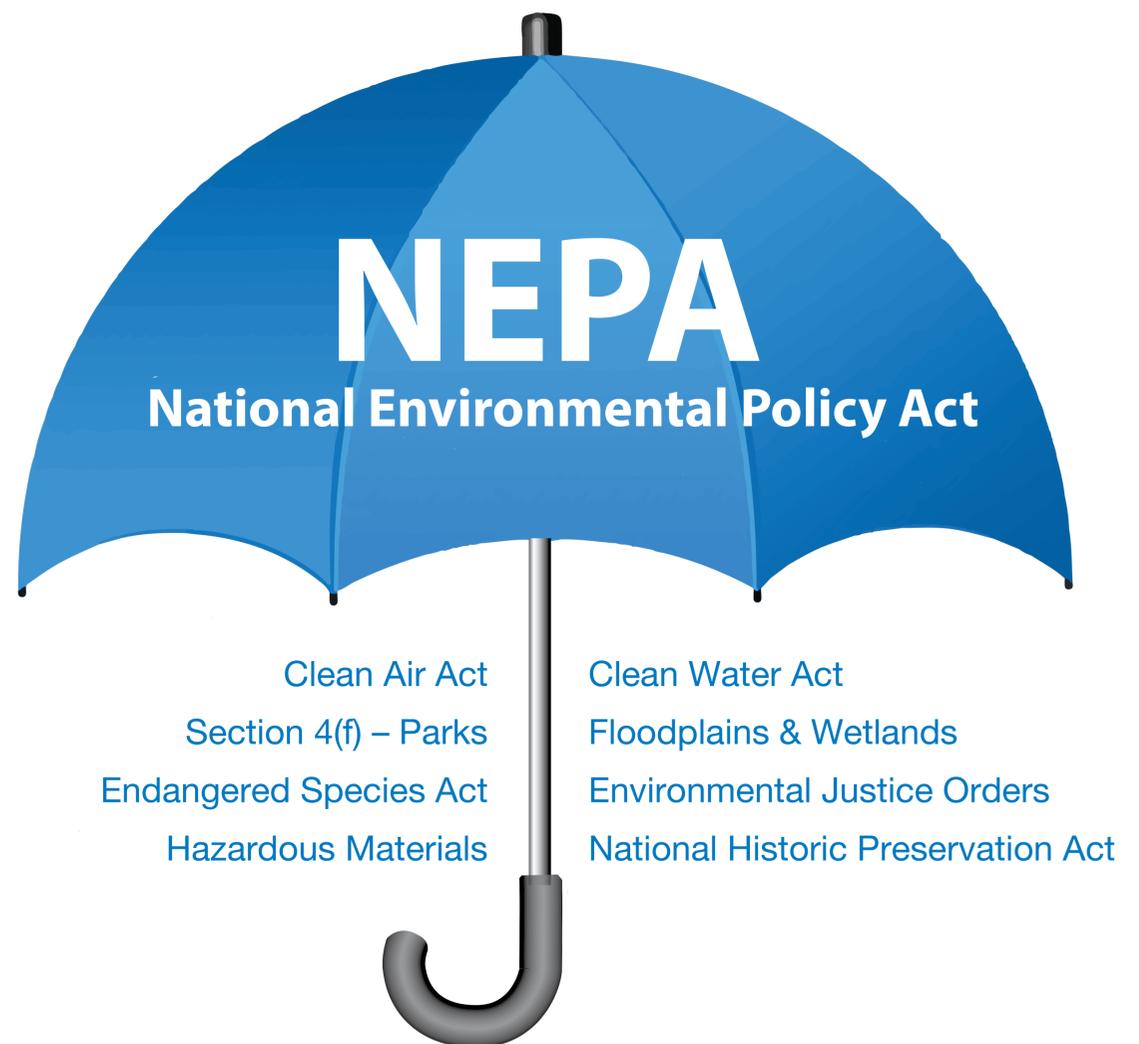
### **Needs to be Addressed**

- Transit trips to jobs are longer for Far South Side residents than they are for residents in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and provides residents limited viable transportation options, which limits access between affordable housing (e.g., the Altgeld Gardens neighborhood) and employment centers outside of the project area.
- Existing transit markets are underserved, and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Yard does not have capacity to store railcars for any substantial increase in Red Line capacity accompanying future Red Line expansion.

## What is a Supplemental EA?

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) published a Supplemental Environmental Assessment (EA) on January 31, 2022. A Supplemental EA is a federal National Environmental Policy Act (NEPA) review document that evaluates the significance of potential impacts of proposed project changes made after the preparation of a Draft Environmental Impact Statement (EIS). This Supplemental EA evaluated the potential impacts from three project design changes to the Preferred Alignment not disclosed in the Draft EIS that was prepared for the CTA RLE Project in 2016.

**This Supplemental EA evaluates the potential impacts from the three project design changes to the Preferred Alignment.**



**CTA published the Supplemental EA on Monday, January 31, and is accepting public comments until Tuesday, March 1.**

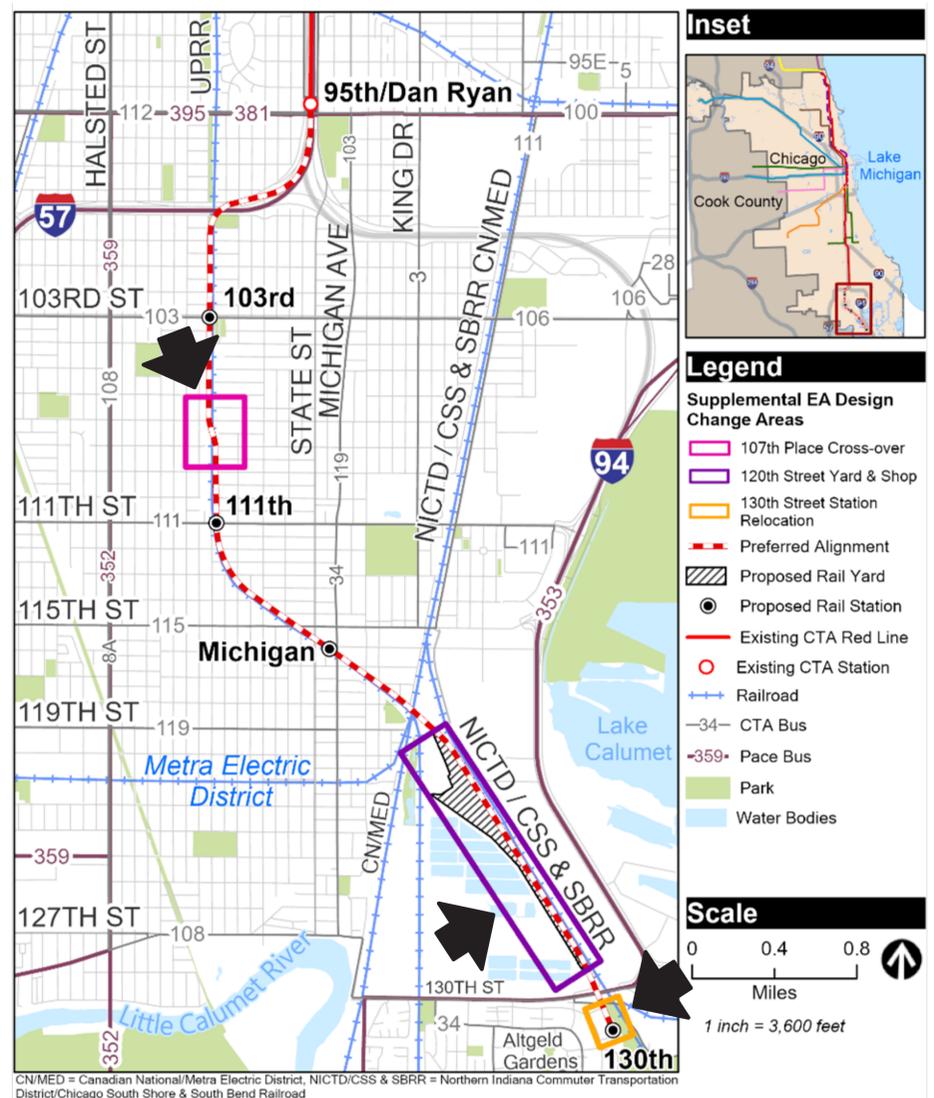
**Comments received during the 30-day public comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).**

## Why is a Supplemental EA Needed?

- Evaluates the potential impacts from the three project design changes to the Preferred Alignment



Draft EIS Alignment Options



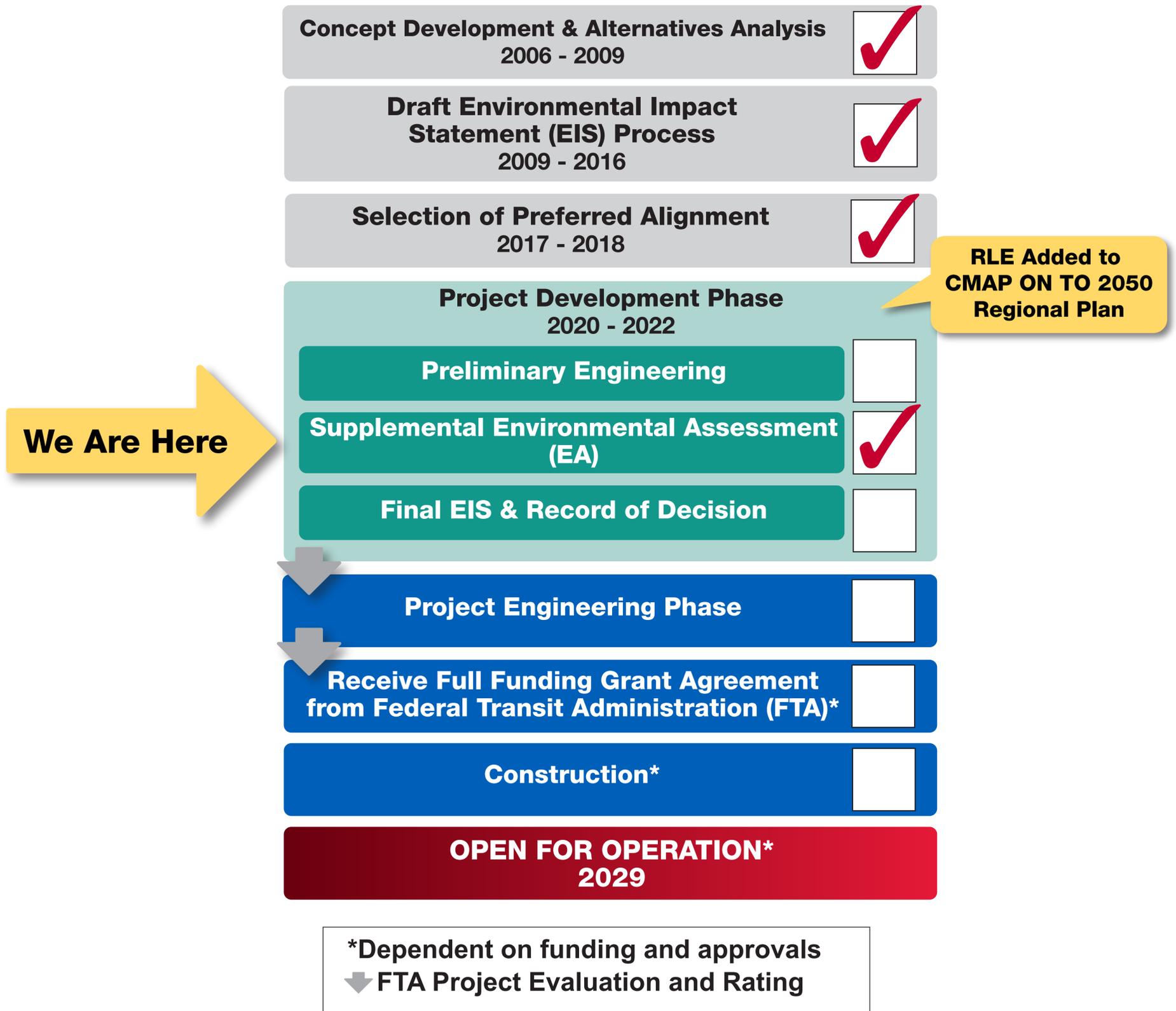
Preferred Alignment

- There are three project design changes evaluated in the Supplemental EA. The design changes are:

-  130th Street station relocation
-  120th Street yard and shop refinement
-  107th Place cross-over



## Project Development Process



### Project Funding

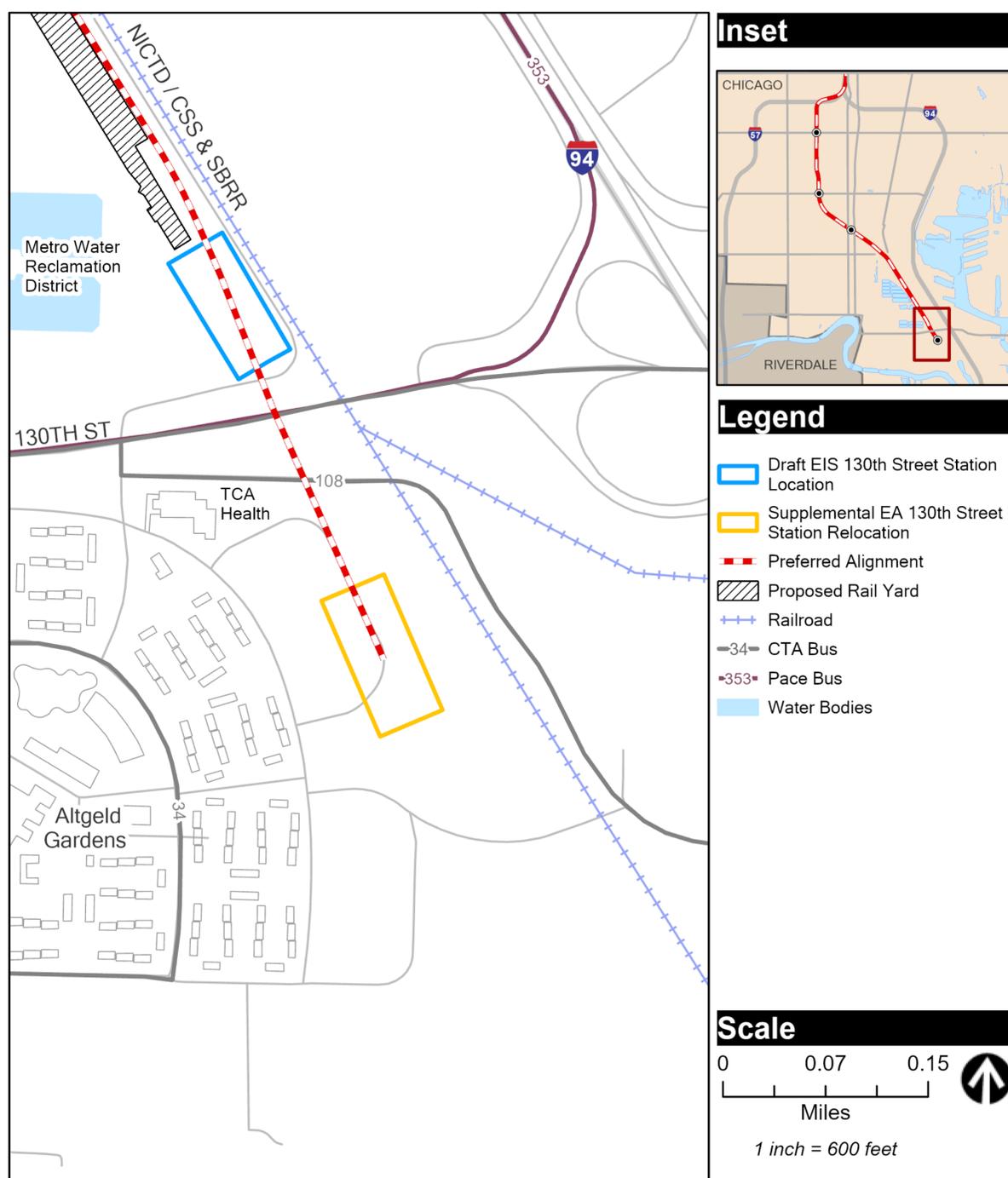
The CTA has made significant recent progress towards the Red Line Extension, including taking the steps necessary to make the project eligible for federal funding. In December 2020, the CTA entered the Project Development phase of the Federal Transit Administration's (FTA) New Starts program. This is a necessary step to pursue federal funding for the project.

## 130th Street Station Relocation

The 130th Street station, relocated from north of 130th Street, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

### Benefits of the relocation:

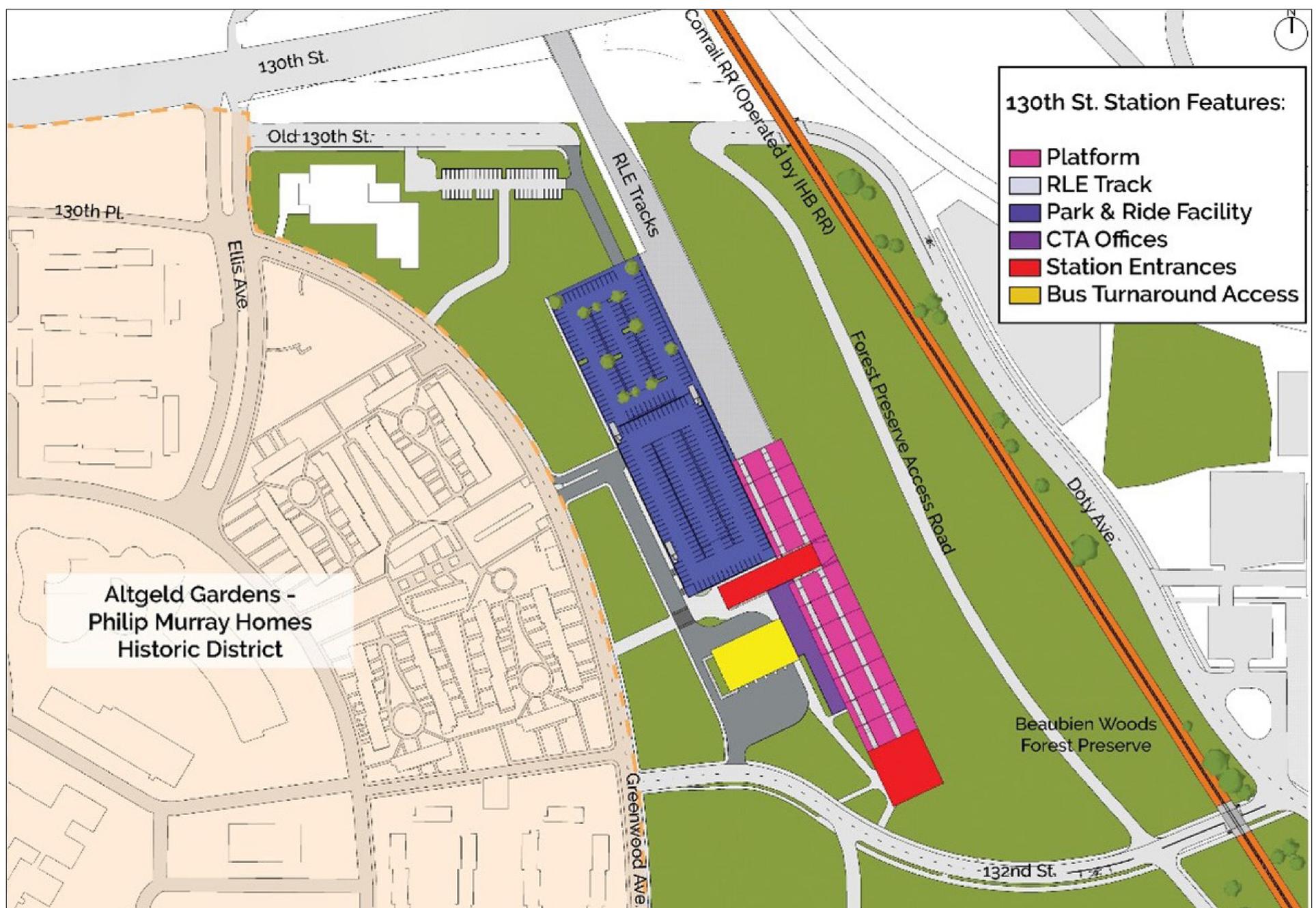
- Creates better transit connections within the Altgeld Gardens neighborhood
- Located closer and more accessible to neighborhood residents and Carver Military Academy High School students.
- Provides safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street viaduct or cross 130th Street at-grade
- Located farther from the MWRD plant, avoiding truck traffic and potential odors
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens – Philip Murray Homes Master Plan



## 130th Street Station Transportation Impacts

- Closure of Old 130th Street to through traffic across new RLE tracks
- Removal of on-street parking along the east side of Greenwood Avenue from Ellis Avenue to the new station entrance
- Mitigation to maintain TCA Health access and parking spaces
- Improvements to the intersection of 130th Street and Ellis Avenue
- No adverse impact after mitigation

Provides entrance to the new station from Greenwood Avenue and exit from park & ride to Old 130th Street.

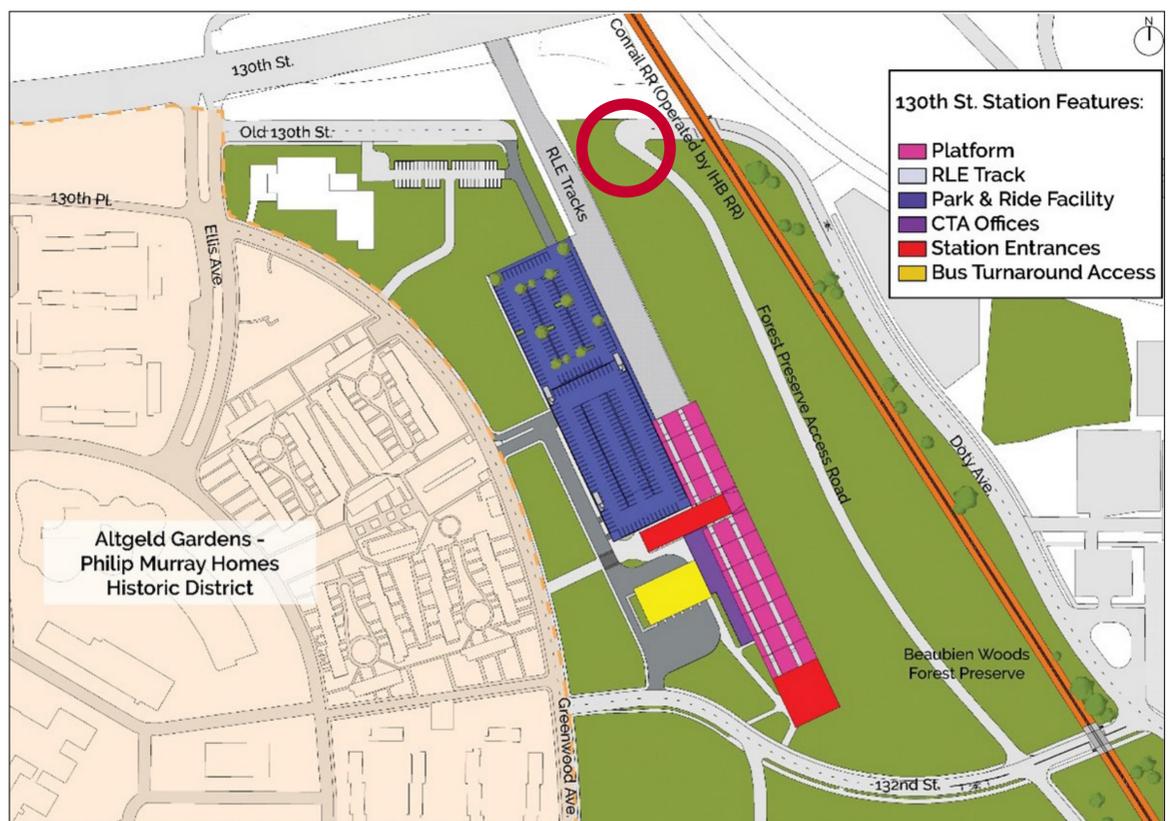


# Section 4(f) Evaluation

## Beaubien Woods Forest Preserve

Section 4(f) of the United States Department of Transportation Act of 1966 is a federal law that sets requirements for FTA consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects.

- Construction of the 130th Street station would close Old 130th Street and eliminate a connection to the access road into Beaubien Woods Forest Preserve from Old 130th Street. (See circle on figure to the right.)
- Even though there was no Section 4(f) use determined at Beaubien Woods, mitigation measures were identified in coordination with the Forest Preserves of Cook County (FPCC) and include the following:

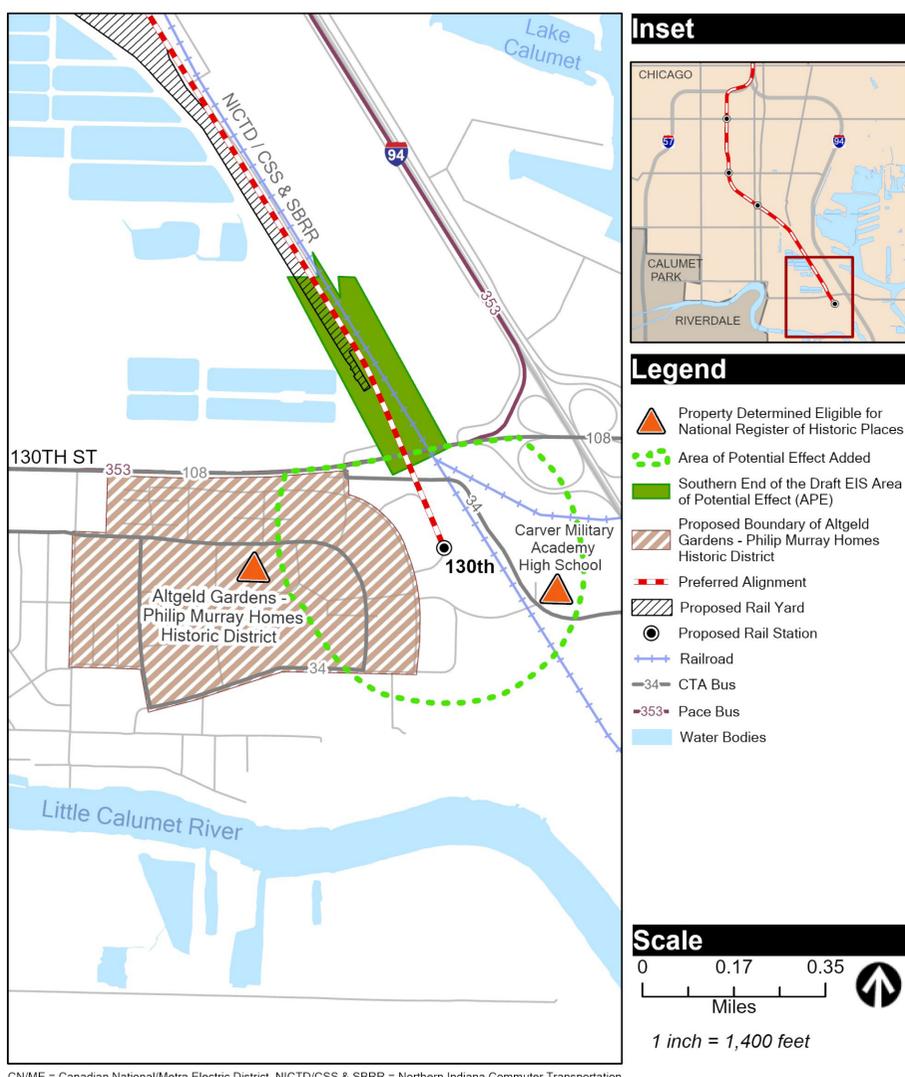
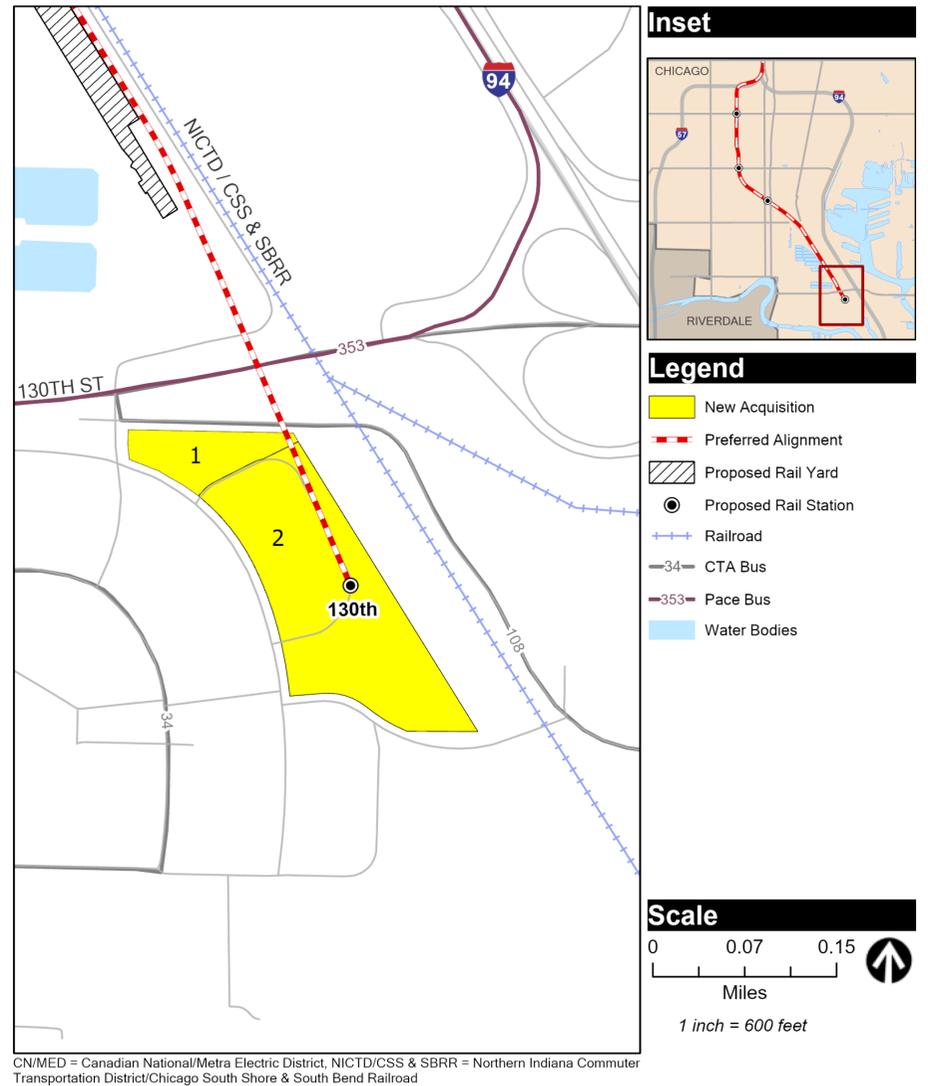


- Transfer of two City-owned parcels into FPCC ownership
- Funding for FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land
- New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
- Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
- Forest Preserves advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses

# 130th Street Station

## Parcel Impacts

- Two parcels (#1 and #2 in the figure) would be directly impacted by construction of the station.
- Two additional parcels (not shown) would be acquired as mitigation for removal of a connection to Beaubien Woods Forest Preserve.



## Historical and Cultural

- Two Consulting Party meetings were held in 2021.
- Because there are no adverse effects to historic properties from the 130th Street station relocation, mitigation would not be required.

# 130th Street Station Visualizations



*Impacts on visual and aesthetic conditions would remain high and adverse after mitigation*

*Existing Conditions*



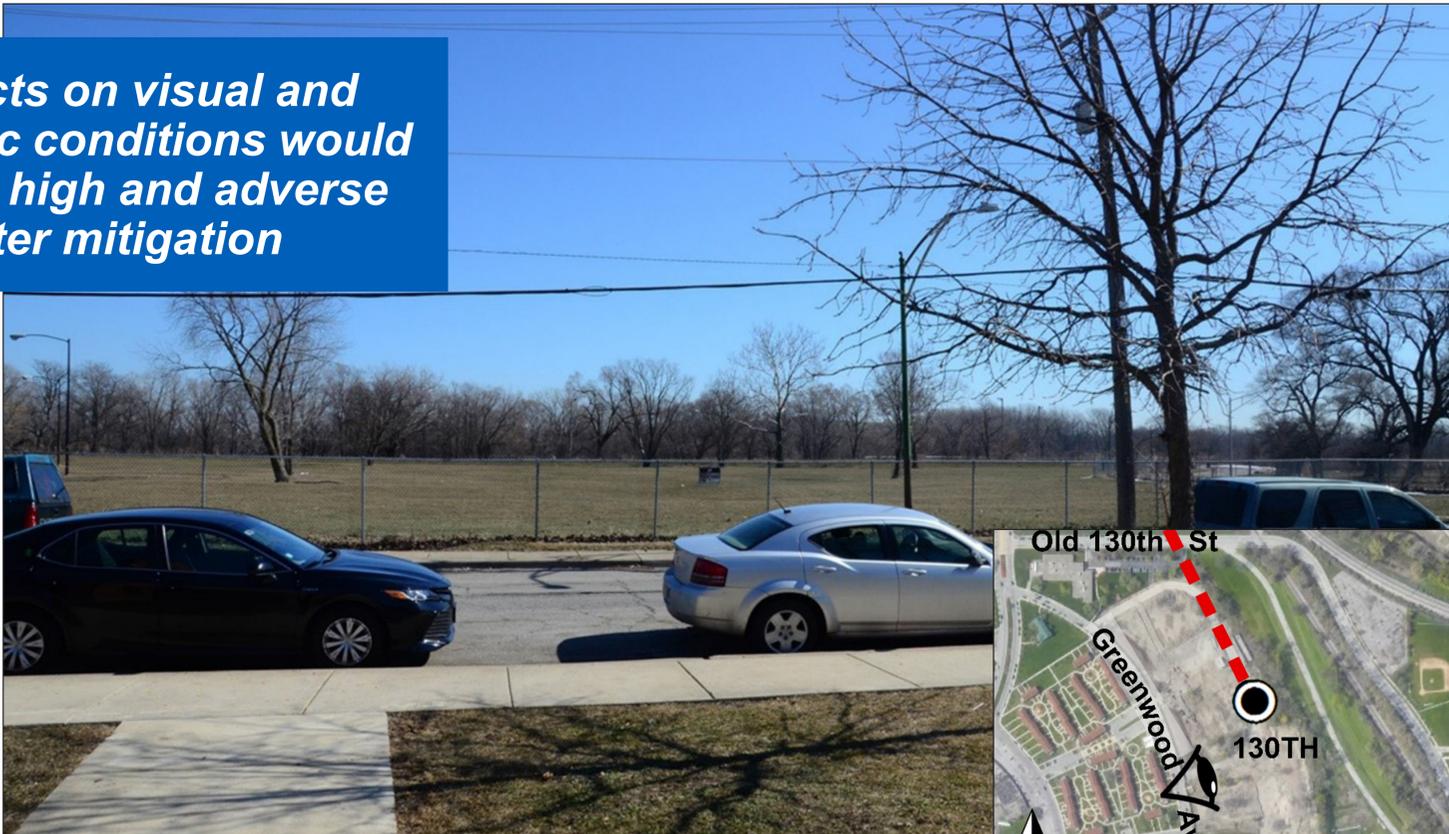
*Photo Simulation of the 130th Street Station Facing Southwest from Beaubien Woods Forest Preserve*



*\*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

# 130th Street Station Visualizations

*Impacts on visual and aesthetic conditions would remain high and adverse after mitigation*



*Existing Conditions*



*Photo Simulation of the 130th Street Station, Facing East from the Eastern Edge of the Altgeld Gardens Neighborhood*

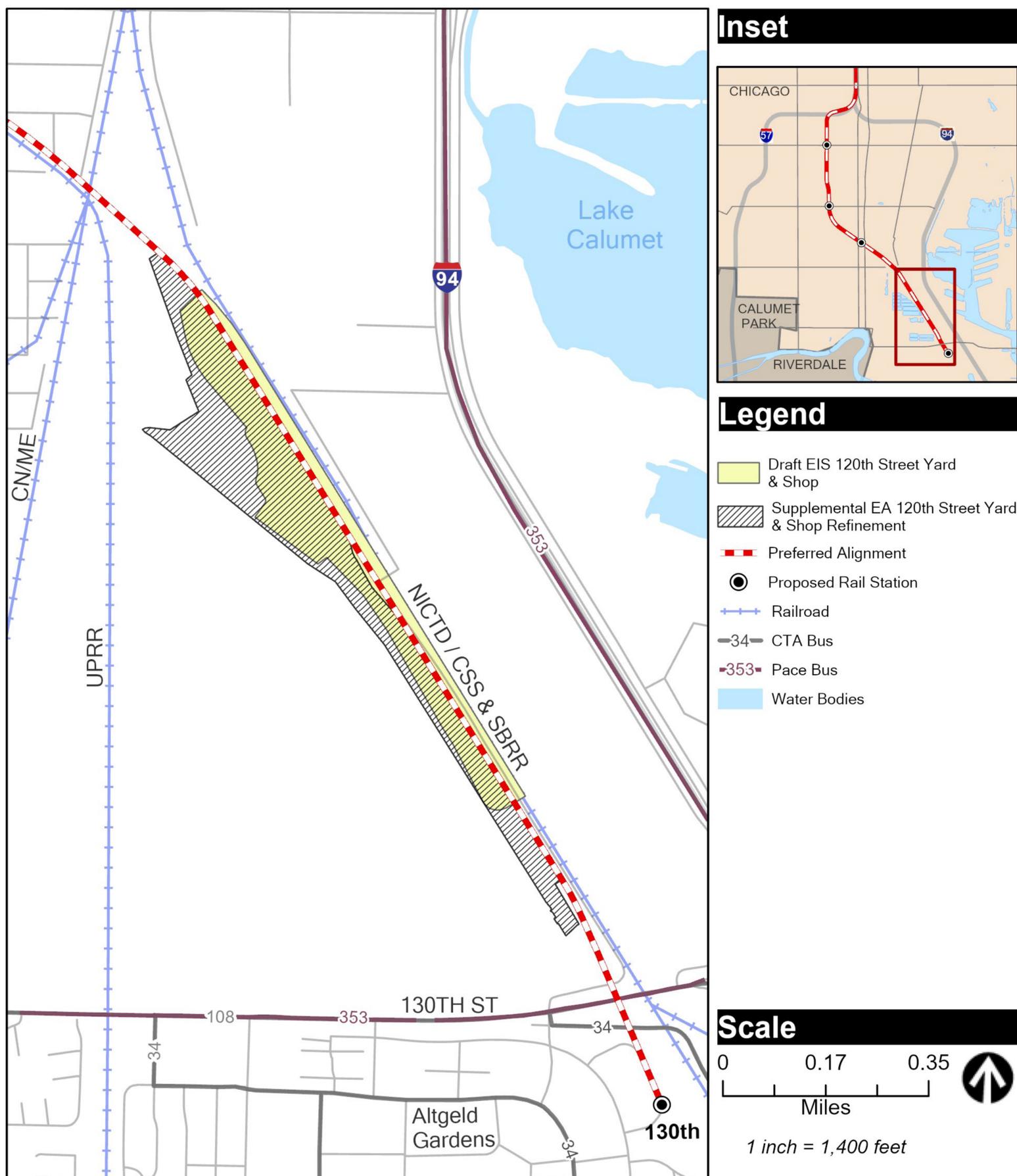


*\*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

# 120th Street Yard and Shop Refinement

Coordination with Norfolk Southern (NS) resulted in adjustments to the Preferred Alignment near the 120th Street yard and shop to accommodate NS right of way needs and current and future NS connectivity.

The refinement resulted in no new environmental impacts. Wetland impacts were analyzed and there would be no adverse impacts to wetlands after mitigation.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

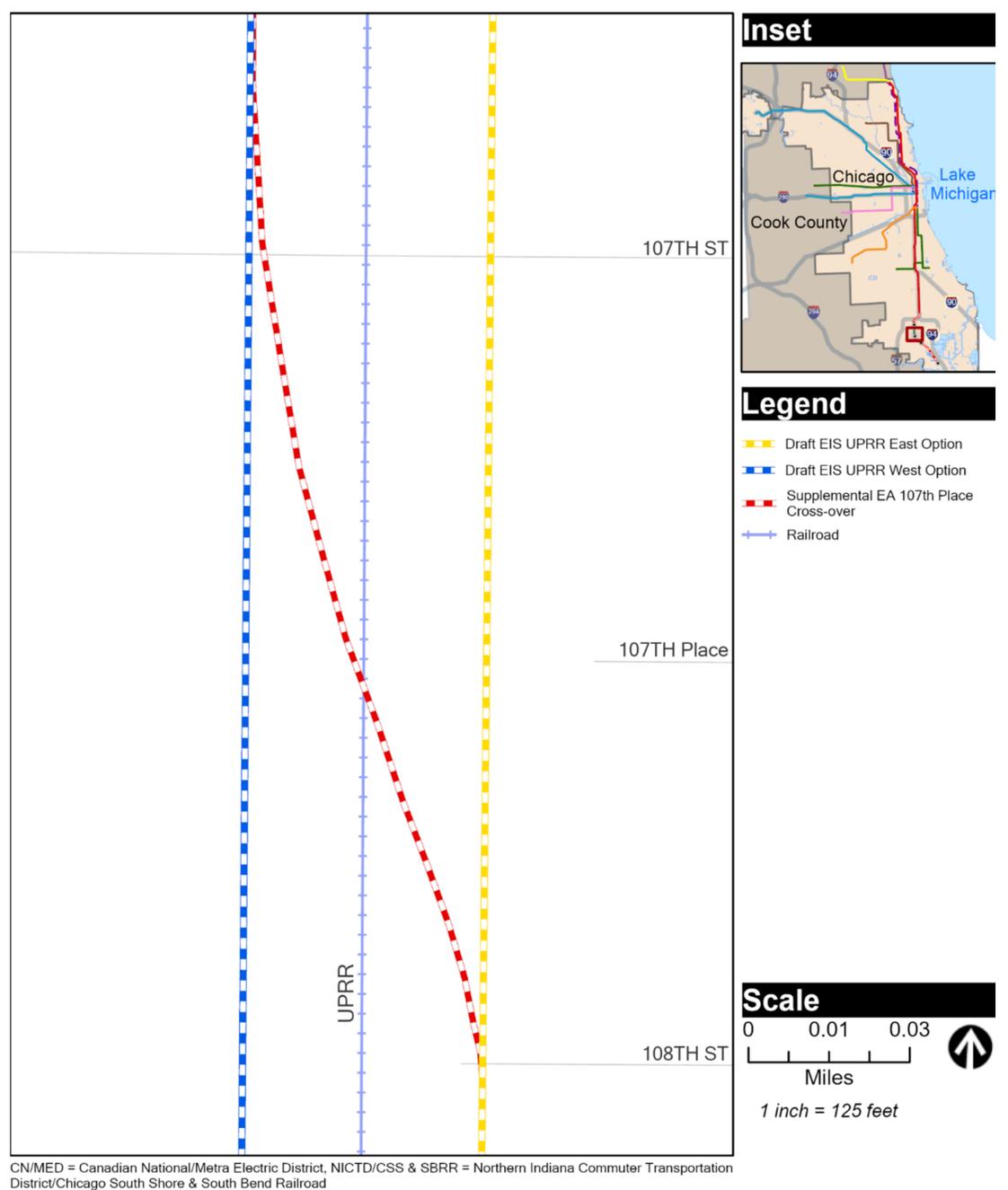
## 107th Place Cross-over

Provides the connection between the East and West Options of the Union Pacific Railroad Alternative from the Draft EIS to create a hybrid alignment that would:

- Preserve viable businesses.
- Minimize impacts to schools, residences, and the historic Roseland Pumping Station.
- Preserve properties slated for future development surrounding the station area.
- Accommodate Union Pacific Railroad's future ability to expand.

### Displacement Impacts:

- 10 additional properties not previously identified in the Draft EIS would need to be acquired
- Follows the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)



### Change from Preferred Alignment:

- Preferred Alignment announced in 2018 showed cross-over near 108th Place.
- Design refinements led to shift north to near 107th Place for the Supplemental EA.
- Modification would allow structure and station platforms to be lower at 111th Street station.

# 107th Place Cross-over Visualizations

*Impacts on visual and aesthetic conditions would remain high and adverse after mitigation*



*Existing Conditions*



*Photo Simulation of the 107th Place Cross-over, Facing Northwest from 108th Place*



*\*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

# 107th Place Cross-over Visualizations

*Impacts on visual and aesthetic conditions would remain high and adverse after mitigation*



*Existing Conditions*



*Photo Simulation of the 107th Place Cross-over, Facing West from 108th Street*



*\*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*



### Summary of Impacts and Mitigation

The table below shows environmental resources that would experience new or different impacts from those identified in the Draft EIS as a result of one of the three project design changes.

Environmental Resources	Three Project Design Changes		
	130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
Transportation	No adverse impact after mitigation		
Land Use and Economic Development	No adverse impact after mitigation		
Displacements and Relocations of Existing Uses	No adverse impact after mitigation		No adverse impact after mitigation
Neighborhoods and Communities	No impact with the exception of Visual & Aesthetic		No impact with the exception of Visual & Aesthetic
Visual and Aesthetic Conditions	Impacts would remain high and adverse after mitigation		Impacts would remain high and adverse after mitigation
Noise and Vibration	No impact		
Historic and Cultural Resources	No Adverse Effect finding		
Hazardous Materials	No impact		
Wetlands	No adverse impact after mitigation	No adverse impact after mitigation	
Environmental Justice	No adverse impact after mitigation		
Safety and Security	No adverse impact after mitigation		
Air Quality	No adverse impact after mitigation		
Water Resources	No adverse impact after mitigation		
Biological Resources	No adverse impact after mitigation	No adverse impact after mitigation	
Indirect and Cumulative Impacts	No impact		
Section 4(f)	No use of Section 4(f) resources after mitigation		

Gray = These environmental resources are not documented in the Supplemental EA because they did not experience new or different impacts from those identified in the Draft EIS.



## Property Displacements

Construction of the project would require the acquisition of private property.

Parcels	Preferred Alignment
<b>Affected Parcels without Building Displacements</b>	130
<b>Affected Parcels with Building Displacements</b> <i>(Residential and Commercial Building Displacements)</i>	98
<b>Total Affected Parcels</b>	<b>228</b>

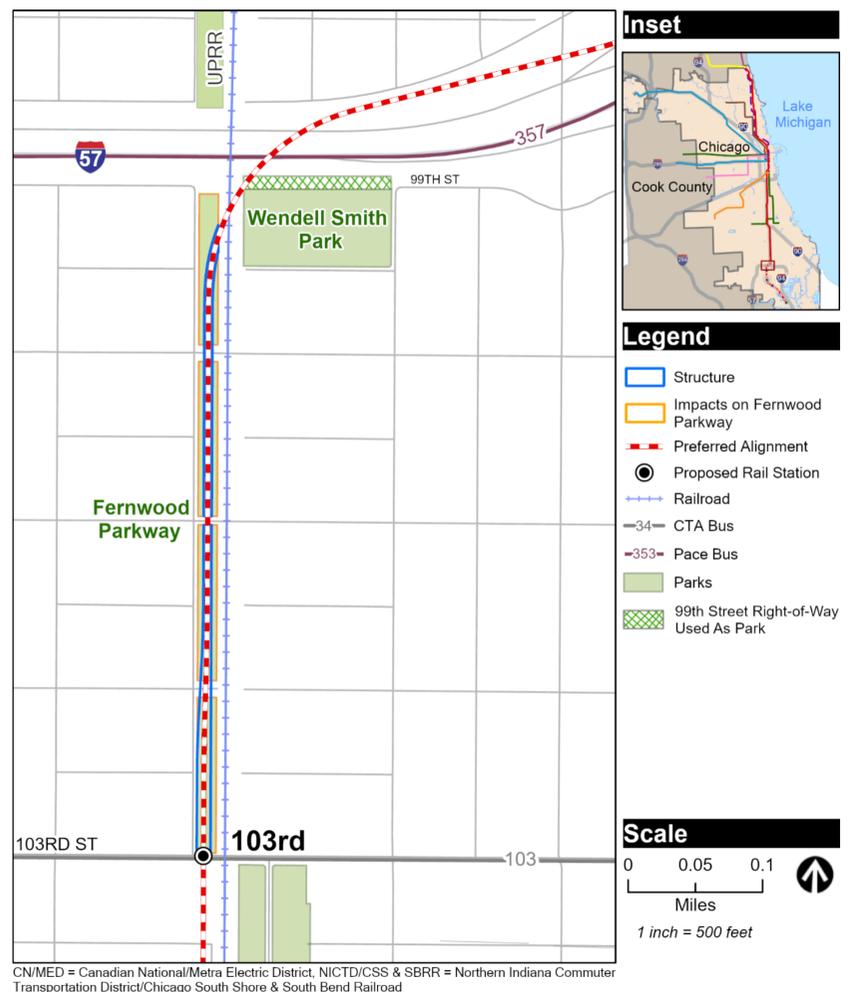
- Impacts are based on preliminary engineering and represent the maximum impacts of the Preferred Alignment.
- Of the 228 parcels, 105 are vacant, 66 are residential, 36 are commercial/industrial, 9 are railroads, and 12 are a combination of public/community/institutional uses.
- Availability of vacant parcels and buildings near the affected properties will likely allow for affected businesses and residents to relocate within the project area.
- Displaced residents and businesses would be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- The CTA has been in regular contact with impacted property owners and tenants since 2016, providing them updates as the project designs are refined (such as the selection of the preferred alignment). As a result of the design changes in the Supplemental EA, the RLE property needs have been updated to provide a more accurate determination of property impacts.

## Section 4(f) Evaluation Fernwood Parkway

Section 4(f) of the USDOT Act of 1966 is a federal law that sets requirements for Federal Transit Administration (FTA) consideration of publicly owned park or recreation land and historic sites. Fernwood Parkway would be affected by the Preferred Alignment.

### Updates to Impacts on Fernwood Parkway

- Draft EIS disclosed 1.9 acres of potential impacts to Fernwood Parkway from the “shadow” of the elevated guideway.
- Impacts were updated to 4.5 acres for the full area of Fernwood Parkway between 99th Street and 103rd Street.



### Mitigation Measures for Fernwood Parkway Impacts

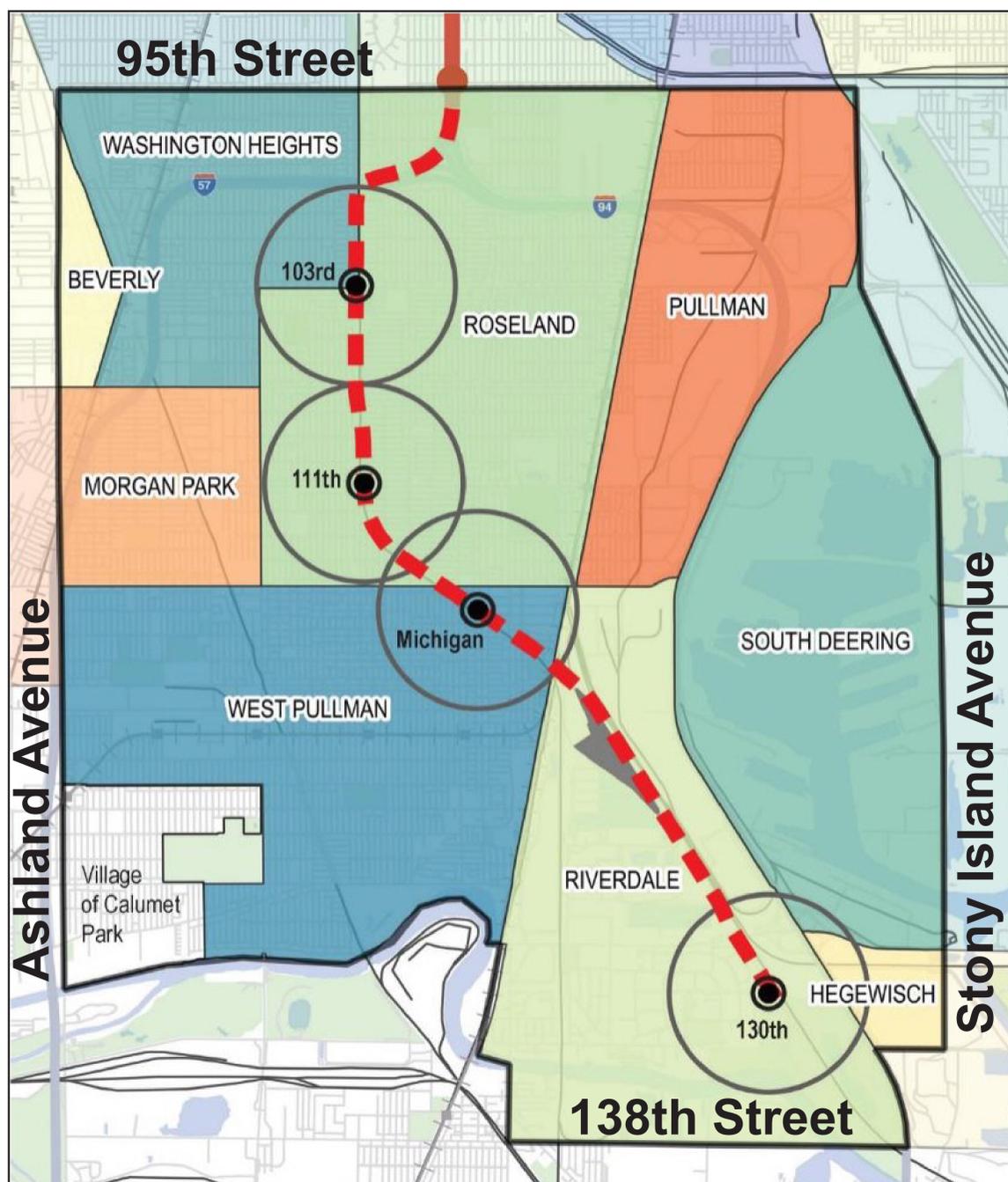
- Mitigation measures are being developed with the Chicago Park District including a total of 4.5 acres of new replacement pocket parks within the Washington Heights community and along Major Taylor Trail.

*These mitigation measures are different than those discussed in the Draft EIS. Mitigation was proposed for larger replacement parks; however, Chicago Park District identified a need for smaller pocket parks within the communities.*

## *Transit-Supportive Development (TSD) Plan Overview*

Identifies opportunities to:

- Promote economic development
- Support continued affordability
- Encourage private sector investment
- Enhance multimodal connectivity and bicycle/pedestrian access
- Support application for federal funding for the transit project
- Prepared in collaboration with the community, City of Chicago, and the Cook County Land Bank
- For more information, visit [transitchicago.com/RLE/TSD](http://transitchicago.com/RLE/TSD)



# Thank You!

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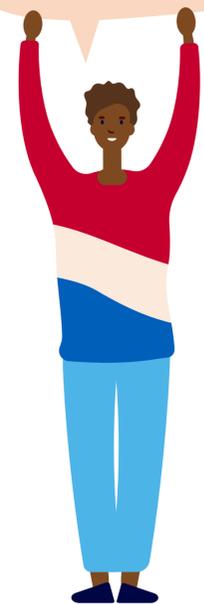
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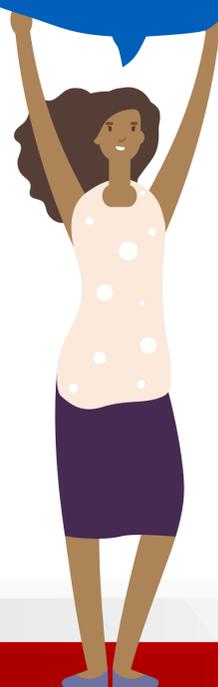
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